



The ThunderWord

Thunderbird Field EAA Chapter 1217

June 2023

Scottsdale, Arizona

PRESIDENT'S CORNER

Greetings from my corner of the hangar! Last month instead of a meeting we took a field trip down south to visit The Pitts Flying Museum. We had a great turnout and everyone had a good time. It was fun to see so many Chapter members from Casa Grande and Eloy in attendance. Our Chapter Vice President Terry Emig has been under the weather for a few months and it was good seeing him now that he is feeling better.

This spring Chapter 1217 hosted the first Flying Flea Market, the annual May Day BBQ and now the Pitts Museum visit so there has been plenty of ways to get out and enjoy EAA activities. Unfortunately our June meeting crashed and burned due to speaker and meeting room problems so it won't be happening.

We usually don't have a meeting in July because everyone is out of town but come August we will have a monthly meeting. If you have any ideas for events or meeting speakers please let us know.

In early June I was invited to a meeting of Phoenix area EAA Chapter representatives. To my knowledge this meeting hasn't taken place in over 25 years. There were folks from Mesa, Chandler (formerly Casa Grande), Stellar, and Glendale in addition to myself. It seems that all the Chapters have issues with meeting places and getting interesting programs. We had good conversations about electronic dues, pros and cons, 501(c)3 status, Young Eagles, and legacy gifting. The takeaway is we all face similar problems and we aren't in competition with each other. We agreed to meet at the end of August to keep the lines of communication open.

Curtis

JUNE CHAPTER MEETING

The June 2023 meeting of Thunderbird Field EAA Chapter 1217 has been canceled due to speaker cancellation and conflict on the meeting room. Rest assured we will be back in full force at the August meeting. We will also have our Birthday Cake a little late!

Some of the guest speakers we have lined up for the last half of the year are.

Dr. Travis Allen a local Aviation Medical Examiner who will talk about Basic Med

Randy Brooks is a former airshow pilot flying for 15 years with the Red Baron Pizza Squadron and 4 years with the Holiday Inn Aerobatic Team. He is going to talk about spins and unusual attitude training.

Dexter Cox is an aviation author who is going to talk about his adventures and his new book.

PITTS FLYING MUSEUM VISIT

To add a little excitement to our meetings and do something different, we decided to take a Chapter field trip last month to the Pitts Flying Museum at Pegasus Airpark. We had an excellent turn-out of 34 members who both drove and flew in.

We were met by our host, museum founder, Pete Diaz who had put out coffee and doughnuts for everyone's enjoyment. He explained the museum consists of five large hangars with two being dedicated to display of restored planes, one for flying aircraft maintenance, one as a restoration shop and one as a welding and sheet metal fabrication shop. The display hangars are connected by an elevated mezzanine with Pitts memorabilia covering the walls. In the restoration hangar we got a peak at the latest Pitts design the model 14. It was Curtiss Pitts final design and has never been completed.

Continued on page 2

*HAPPY TWENTY FOURTH BIRTHDAY
THUNDERBIRD FIELD EAA CHAPTER 1217*



Pitts on display

Several of the restorations expert fabric work was done by Chapter member Julie White from Eloy and she explained the products used and the process. The guy that did the painting is Chris Copeland a third-generation aircraft painter who has been a guest speaker at one of our past monthly meetings. Chris also has a single seat Pitts he is building so has a real love for the little biplanes.

The planes are restored to look like they did when they rolled out of the factory or the builders shop. There some modifications to these planes so they can operate in today's airspace and comply with service bulletins and Airworthiness Directives. The planes are all flown regularly.



**VP Terry Emig and restoration expert
Chapter member Julie White**



**Pet Diaz the man behind the Pitts Flying
Museum giving us the history of the Pitts
model 14**



Pitts S2S. Did you know there were single seat S2 Pitts?



Our Sec/Tres Jack Pollack checking out a Pitts S1S

EAA AIRVENTURE OSHKOSH 2023

Even though we put this in last month's newsletter, it is worthy of reprinting so everyone can fly informed.

There are several important FAA-approved changes in the EAA AirVenture Oshkosh 2023 Notice (commonly referred to as the Oshkosh NOTAM), featuring arrival and departure procedures for EAA's 70th fly-in convention on July 24-30 at Wittman Regional Airport in Oshkosh.

The document is in effect from noon CDT on Thursday, July 20, until noon CDT on Monday, July 31, and outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The Notice was designed by the FAA to assist pilots in their EAA AirVenture flight planning. It is now known as the Oshkosh Notice instead of a NOTAM because of a changed FAA internal procedure.

Some of the 2023 changes include:

- A change in the AirVenture ultralight pattern at Wittman Regional Airport.
- Guidance regarding Oshkosh aircraft parking areas, including North 40/South 40 designation.
- Elimination of the Fond du Lac diversion procedure.
- The start time of the daily air shows has been changed from 2:30 to 2:15 p.m. CDT.
- The Notice and its procedures are effective through noon CDT on Monday, July 31.

The ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion will again be in effect in 2023. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC activates them at times of highest traffic flows.

"The most essential information for any pilot flying to Oshkosh involves reading and



**Stephanie Redder and Lynn Miller
enjoying the tour**

thoroughly understanding the 2023 AirVenture Notice to ensure safe operations on arrival and departure," said Sean Elliott, EAA's vice president of advocacy and safety. "This FAA Notice document states the official requirements and expectations for pilots. We also urge all pilots to log appropriate cross-country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely." EAA is also hosting a webinar on June 14 at 7 p.m. regarding [flying to AirVenture 2023](#) and changes in this year's Notice. Pilots are encouraged to participate to build their knowledge prior to their flights to Oshkosh.

Pilots can download a digital version of the Notice at [EAA.org/NOTAM](#), or order a free printed copy via that website or by calling EAA Membership Services at [800-564-6322](#).

Commented [RK1]:



Thunder Pig going to Oshkosh

THUNDERPIG AT OSH

The Fairchild C-123 Provider served as a cargo and troop transport aircraft throughout the late 1950s to mid-1970s. About 300 were built, but only one survives in flying condition. That airplane, affectionately known as *Thunderpig*, will be coming from the Air Heritage Museum in Beaver County, Pennsylvania, to be part of the "Vietnam Remembered – 50 Years Later" commemoration at EAA AirVenture Oshkosh 2023.

This particular airplane was built in 1956 and served at a number of bases in the U.S. It was resurrected from an aircraft boneyard in Arizona in the 1990s and delivered to the Air Heritage Museum's restoration facility. The name *Thunderpig* was the nickname used by the 911th Airlift Wing based at Greater Pittsburgh Airport when it flew the C-123 there.

The aircraft was based on a post-World War II glider design created by Chase Aircraft, with the contract eventually assumed by Fairchild. In the 1960s, many of the aircraft were modified with jet engines added to supplement their twin radials. They were known in Southeast Asia for their ability to use rough jungle airstrips to deliver troops and supplies. Following the end of the Vietnam War, the C-123 was primarily used by the Air Force Reserve, the U.S. Coast Guard, and a number of foreign air forces.

The appearance of the C-123 at Oshkosh is made possible by the support of Michael Hare, EAA Lifetime 1348423

AIRVENTURE HAPPY HOUR

It has now been a 24-year tradition of Chapter 1217 members attending the Oshkosh AirVenture Fly-in to get together one evening and compare sightings and stories. This year on the first day of the Fly-In, we will have our annual AIRVENTURE HAPPY HOUR AND FISH FRY at WENDT'S ON THE LAKE. Come and join us for some traditional Wisconsin food and libations. That's on Monday, July 24th around 7 pm.

If you want to plug it into your GPS the address is N9699 Lake Shore Road, Van Dyne, WI 54979-9703 (920) 688-5231; www.wendtsonthelake.com. They are located 3.8 miles south of the seaplane base. We have a reserved section and there will be no waiting for hours like at the other restaurants in the area.

HYDRAULIC FLUID FIRES

It was brought to my attention that we should have an article about hydraulic fluids and more specifically how easy they are to ignite. Many modern homebuilts have gotten away from nosewheel steering and are using differential

Continued on page 6

braking for directional control. With the higher landing speeds and the small diameter wheel and brake assemblies they can get pretty hot. Now we add in tight unvented wheelpans made of flammable fiberglass and things get worse. To top it off many builders are getting away from aluminum brake lines and are using plastic lines that melt at fairly low temperatures.

The most common brake fluid in our planes is MIL-H-5606. It has a **flashpoint of 200 degrees Fahrenheit or 93 degrees Celsius** so on a hot day in Arizona with heavy braking or a long taxi with moderate braking things can go bad real quick. Recently a Glassair was doing high speed taxi testing at Chandler Airport on a hot day and one of the brakes caught on fire. The pilot got out OK but his pride and joy was turned into a gooey pile of burned fiberglass. Time for a little hydraulic fluid review. Three principal categories of hydraulic fluids are:

1. Minerals
2. Polyalphaolefins
3. Phosphate esters Not used in small GA aircraft with unpressurized brake systems.

When servicing a hydraulic system, the technician must be certain to use the correct category of replacement fluid. Hydraulic fluids are not necessarily compatible. For example, contamination of the fire-resistant fluid MIL-H-83282 with MIL-H-5606 may render the MIL-H-83282 non-fire-resistant.

Mineral-Based Fluids

Mineral oil-based hydraulic fluid (MIL-H-5606) is the oldest, dating back to the 1940s. It is used in many systems, especially where the fire hazard is comparatively low. MIL-H-6083 is simply a rust-inhibited version of MIL-H-5606. They are completely interchangeable. Suppliers generally ship hydraulic components with MIL-H-6083. Mineral-based hydraulic

fluid (MIL-H-5606) is processed from petroleum. It has an odor similar to penetrating oil and is dyed red. Synthetic rubber seals are used with petroleum-based fluids.

Polyalphaolefins

MIL-H-83282 is a fire-resistant hydrogenated polyalphaolefin based fluid developed in the 1960s to overcome the flammability characteristics of MIL-H-5606. MIL-H-83282 is significantly more flame resistant than MIL-H-5606, but a disadvantage is the high viscosity at low temperature. It is generally limited to -40 °F. However, it can be used in the same system and with the same seals, gaskets, and hoses as MIL-H-5606. MIL-H-46170 is the rust-inhibited version of MIL-H-83282. Small aircraft predominantly use MIL-H-5606, but some have switched to MIL-H-83282 if they can accommodate the high viscosity at low temperature.

Phosphate Ester-Based Fluid (Skydrol®)

Not used in small GA aircraft with unpressurized brake systems. Commercial name is *Skydrol®*

ThunderAds



I help aircraft buyers and sellers!
SteveThompson, Carefree, AZ (480)-980-9846
<https://partner91.com/>

EXPERIMENTAL AIRCRAFT CONSTRUCTION

Construction, repair, modification and upgrades www.p1-aviation.com.

KING KT-76 TRANSPONDER & MISC

Transponder, antenna and encoder \$500-,
Continental 0-200 case with data tag and extras.
\$500; Curtis Clark 602-710-4494

ADS-B TRANSPONDER & MISC.

Appareo Stratus ESG ADS-B transponder, Stratus 2i UAT w/WiFi, RAM AV-74(-1) Xsponder blade ant., pre-wired cable harness, GPS WAAS ant., GPS triax cable, \$3,000⁰⁰, Goodyear 500-5 6 ply tire, \$80, 4 Barry engine mounts 94510-41, \$400⁰⁰, Dynon D-10A EFIS w/ remote compass & temp probe, \$2,000⁰⁰, Charlie Spinelli, 206 678-5678, Spinelllic@msn.com

CURTIS F11C-2 "GOSHAWK"

Built by John Pike. R-1340 (600 HP). Less than 120 hours TT since new. Becker com & txpdr, Garmin ADS-B, 20 gal smoke tank, 102 gal fuel, <https://CaptainBillyWalker.com> 480-773-2823

AIRCRAFT TOOLS

I have some aircraft tools that I acquired through a friend. I would like to sell them. Dan Burdett 480-600-2865

LONGEZ AND SONEX

Two airplanes for sale at Thunder Ridge air park (AZ28), a 180hp LongEz and a 120hp Sonex. Contact Bertha Partin at bmpartin@gmail.com

COOL PLANES FOR SALE

Only flown by little old ladies to church on Sundays.

[HTTP://CAPTAINBILLYWALKER.COM/AIRCRAFT-FOR-SALE/AIRCRAFT-FOR-SALE](http://CAPTAINBILLYWALKER.COM/AIRCRAFT-FOR-SALE/AIRCRAFT-FOR-SALE)

1960 BELL 47 HELICOPTER FOR SALE

Chuck Millar, owner of Millar Field (2AZ4), is selling his helicopter (like in M*A*S*H). Lycoming engine 132 SMOH. Best offer CRMUSA@gmail.com

THATCHER CX-4 PLANS & MANUAL

New, never used, donated to our Chapter.
Curtis 602-710-4494

RV-4 PARTIALLY BUILT KIT

\$13,500 Lycoming 0-290-D2, kit for \$3,000 or \$16,000 for both. Wanda Refrow 602-843-9862 w7lov@cox.net

LYCOMING 0-360 A1A

Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgio delgiorgiopels@gmail.com

SERVICES, ETC.

High-Perf Tailwheel & Akro Instruction

Pitts, Skybolts, all experimental tailwheel aircraft. 46-year's experience. Scottsdale Airport, Budd Davisson, Plus-5 Aviation, 602-738-2045, <http://www.airbum.com/www.airbum.com>, e-mail to: buddairbum@cox.net

OIL COOLER REPAIR AND SALES

Chapter member owned. R & E Cooler Service 800-657-0977 www.oilcoolersvs.com

FLIGHT INSTRUCTION, ETC.

Airplane: Private: Commercial, Instrument, ATP, ME; and Lighter than Air: Private and Commercial. Fred Gorrell 602-942-2255, 602-418-2045, fgorrell2@cox.net

ANNUALS, RESTORATIONS, FABRIC WORK

Eloy Airport Julie White 520-466-4157

Want to see your aircraft-related ad in the Thunderword?

Send an E-mail to:
EAChapter1217@aol.comHow